

Chronology:

In late July 2021, Oshkosh was made aware of a customer report of noise coming from the front end of a model year 2020 vehicle. The vehicle was relatively new and had been in service for only approximately one year. The report only included a general observation that the driver had noted a popping noise during turning maneuvers but could not locate the source of the noise.

The customer was advised to have the vehicle inspected and in July 2021, Oshkosh technicians inspected the vehicle and found visible deformation to the U-bolts in the front axle. The U-bolts were replaced, but thereafter the customer again reported noises from the vehicle in the area of the front axle.

Following the customer's second report, Oshkosh's investigation began to focus on the properties of the U-bolts to understand whether they may have some influence on the noise being reported by the customer. In August 2021, Oshkosh's certified materials laboratory began an analysis of these U-bolts. Oshkosh also collected samples of U-bolts from other production lots. Testing was conducted through early Fall 2021 to evaluate the material properties of the U-bolts.

After testing multiple samples of U-bolts, and throughout various part lots, it was determined that certain sets of the bolts did not meet the engineering specifications for material hardness. Thereafter, Oshkosh contacted the manufacturer of the subject U-bolts to understand what may have led certain sample parts to not meet the material specifications. The supplier's investigation confirmed that these samples did not meet the specifications for the U-bolts.

In the Fall, 2021, Oshkosh began to evaluate the potential impact of a U-bolt that did not meet the engineering specifications for hardness when installed at the front axle. This analysis consisted of engineering simulations and in-vehicle testing as well as an evaluation of whether the U-bolts that did not meet material hardness meet specification for clamping load. Oshkosh also worked with the supplier to identify the affected production lots and to correlate those with vehicle production. This evaluation and analysis lasted through the end of 2021.

January 5, 2022- Oshkosh determined that this issue was a safety issue and would go to the field with a Safety Recall to fix the affected population of vehicles.

To date, Oshkosh has only received the single customer report. Oshkosh has not received reports of any incidents involving the front axle becoming loose, shifting out of place or detaching from the vehicle in the field, but out of abundance of caution is going to the field to correct this issue.